

I said: Paul, I don't know if I am going to survive. He said:

Yes, we are going to survive.

Then 2002 came. I remember a dinner with another colleague. I won't mention the name. It is a personal thing. But we were thinking maybe of not running again. Paul Wellstone had said he was only going to serve two terms, and he was afraid of breaking that commitment. So we discussed this over dinner. Our wives were with us. We discussed the issue of running or not. I thought, well, I have been here for a couple terms myself. I didn't know if I wanted to do it anymore. That would have been my third term, his second. Then one by one we decided we were going to run again, and we talked Paul into it.

We said: Paul, you have to be here. You have to do it. And don't worry about that. Your people will understand. You have things to do. You haven't finished your job.

So we all decided, yes, we would seek another term in office.

Paul once said:

Politics is about what we create by what we do, what we hope for, and what we dare to imagine.

Paul was a hopeful man. I always remember that green was his color. He had that bus painted green. When I say "painted green," I mean with a paint brush. It was an awful paint job they did on that bus of his. He climbed aboard that bus in 1990 and set out to build a better America. But Paul never meant for it to be a solo voyage. He wanted us all aboard.

Though Paul is no longer with us, his journey for justice continues. Near the site of the tragic plane crash is a beautiful physical memorial for Paul and the seven others who died there: his wife Sheila, daughter Marcia, two pilots, campaign staffers Will McLoughlin, Tom Lapic, and Mary McEvoy. That is the physical monument.

I would like to think there are also living memorials that Paul would have been truly passionate about. One of those is the nonpartisan, nonprofit Wellstone Action organization founded by his sons, Mark and David, which trains citizens in civic activism and grassroots, people-to-people politics, the kind of politics he loved and excelled at like no one else.

I think there is one more Paul Wellstone legacy. It is not tangible, but it may be the most powerful legacy of all. That is our memory of his passion, his convictions, and his incredible capacity for bringing people together to accomplish important things.

Before closing, I must mention one of those important things he fought so hard for and was so passionate about that still remains unaccomplished. He fought hard all the time I knew him to end the neglect and denial surrounding issues of mental health, access to mental health services. Over 41 million persons suffer from a moderate or serious mental disorder each year. Less than

half receive the treatment they need, and 80 to 90 percent of all mental disorders are treatable by therapy and medication. Paul fought very passionately for the Mental Health Parity Act to end the absurd practice of treating mental and physical illnesses as two different kinds of things under health insurance.

In late 2001, the Senate passed the Mental Health Equitable Treatment Act, sponsored by Paul Wellstone and Senator DOMENICI of New Mexico—that was when I happened to be chairman. We had a brief interim where we had the Senate, at that time, 2001–2002—as an amendment to the 2002 Labor-Health and Human Services-Education appropriations bill. It passed the Senate. Then we went to conference. In conference it was argued that this was not the right place for it, that it should be on an authorization bill, not on an appropriations bill. I don't have the words right here, but I have them, when people committed that we would take care of mental health parity the next year on an authorization bill. So it was dropped in conference. Then 2002, 2003, 2004, 2005, 2006, 2007, and we still don't have mental health parity. The Senate passed it. A strong majority of Members in the other body supported a similar bill entitled the Paul Wellstone Mental Health and Addiction Equity Act of 2007. But we still don't have it done.

I can't think of a better living legacy to Senator Paul Wellstone than for this Congress, the 110th Congress, to pass the strongest possible mental health parity bill and send it to the President to become law. I hope we can get that job done before we go home whenever that may be.

In closing, for those of us who had the privilege of serving with Paul Wellstone, his spirit is still very much with us. He still inspires us. He still calls us to conscience. He still makes us smile when we think of his puckish humor. He was the finest of men. We miss him greatly.

Mr. CARPER. Mr. President, having had the privilege of serving with Paul Wellstone for a couple of years after arriving as a Senator, not knowing him as well as Senator HARKIN knew him, I say amen to all the Senator from Iowa said and thank him for reminding us.

Mr. President, I yield the floor.

Mr. LOTT. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. WHITEHOUSE). The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. LAUTENBERG. I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

PASSENGER RAIL INVESTMENT AND IMPROVEMENT ACT OF 2007

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of S. 294, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 294) to reauthorize Amtrak, and for other purposes.

Pending:

Sununu amendment No. 3452, to amend the Internet Tax Freedom Act to make permanent the moratorium on certain taxes relating to the Internet and to electronic commerce.

Sununu amendment No. 3453, to prohibit Federal subsidies in excess of specified amounts on any Amtrak train route.

Lautenberg (for Carper) amendment No. 3454 (to amendment No. 3452), of a perfecting nature.

Mr. LAUTENBERG. Mr. President, I yield 5 minutes to the Senator from Texas.

The PRESIDING OFFICER. The Senator from Texas is recognized.

AMENDMENT NO. 3453

Mrs. HUTCHISON. Mr. President, I thank the Senator from New Jersey for giving me this time and for being a longtime advocate of Amtrak but not only the eastern corridor Amtrak. The Senator from New Jersey has worked diligently for a national system. The reason we have a need for a national system is because it is national. The national system connects other routes to each other. If we had funded Amtrak in the same way we funded and helped other modes of transportation, we would have a bigger ridership because we would have better on-time delivery. The bad on-time delivery has caused a drop-off in ridership. This does not mean we should abandon the national system.

I am pleased to be a cosponsor of this bill. Senator LOTT has been another longtime champion of a national system. There are 41 cosponsors of this bill. We have worked together to make sure we don't only subsidize the eastern corridor. I have said all along, it is national or nothing for me. I believe in a national passenger rail system, one that connects our country from coast to coast. My vision is that we have a track going across the northern part of the country from the Atlantic to the Pacific, the southern part from the Atlantic to the Pacific, and then from the top to the bottom of our country, from the northernmost point down to the tip of Florida and the tip of California. That is a national system. It would have a track that also splits the middle of the country from Chicago down to Texas. From there, we have the capability to have State systems that would emanate from that skeleton.

It is important that we stay together. It would be easy to say: Well, the northeastern corridor does own its own tracks, and therefore it is more efficient, and why don't we just cut off the rest of the country and subsidize that? That is not a national system. I